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COUNTRY Germany (Soviet Zone)  
TOPIC Jueterbog-Altes Lager Airfield

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EVALUATION see below PLACE OBTAINED

DATE OF CONTENT 9 May to 11 June 1952

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DATE OBTAINED DATE PREPARED 30 June 1952

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REFERENCES

PAGES 4 ENCLOSURES (NO. & TYPE) 2 - sketches on ditto

REMARKS

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1. on 9 May 1952, flying was observed at Jueterbog-Altes Lager

airfield. Two type-30 jet bombers, made 10-minute flights. The pilots and crews were changed five

times. Some type-27 jet bombers were also observed flying.

on 11 May, the two type-30s continuously practiced taking off and landing. Each flight lasted only a few minutes. The crews were not changed. It appears that these exercises were designed to train pilots in reducing their take-off runs, which had a length of 700 meters at the beginning of the practices and later were reduced to about 450 meters. A type-27 plane with auxiliary fuel tanks took off at

Two type-27s which were equipped with auxiliary fuel tanks took off and landed

On 15 May, 22 type-27s with auxiliary fuel tanks and 2 type-30s without auxiliary fuel tanks were counted at the field. Eight planes pointing to the west were parked in a line west of the destroyed hangars on the eastern edge of the field. Sixteen twin-jet planes were parked in a line and at regular intervals south of the northern hangars. They were covered with tarpaulins. Aircraft parked in the repair hangar included 2 two-seater ground attack planes, 3 single-seater, swept-back jet fighters, and 4 to 5 biplanes. Hangar No 10 was occupied by six two-seater ground attack aircraft. Two twin-engine planes with double rudder assemblies were parked on the southern edge of the woods east of hangar No 9. Hangars 4, 5, 6, 8 and 9 were empty. (1) A jet plane with straight wings was parked in the repair hangar which was housed in the westernmost of the northern hangars. The power plant was mounted in the lower forward part of the fuselage and terminated a little forward of the trailing edge of the wing. Soviet civilian engineers, several of whom were observed for the first time during the preceding days, repeatedly stood around this plane. Several times the engine of this plane was started in front of the repair hangar by means of the same starter carriage which was used for twin-jet aircraft. While the engine was running, flames emerged from the tail. (2) on 19 May, a type-27 twin-jet plane was towed to the runway. Subsequently, the plane took off. During the morning, there was no other flying except for the landing of a transport. All German workers had to leave the field about noon. 24 twin-jet aircraft were counted at the field. Only a few soldiers were observed on the landing field.

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2. On 19 May, van-like truck [REDACTED] was observed from a short distance when it moved to the take-off point before air activity started. The upper halves of the sidewalls and rear wall were glazed. A searchlight about 1 meter in diameter was on top of the front roof. A soldier was sitting at a small table in front of a wall with sets looking like radio sets. An unidentified set was observed on the right inner wall. (3)

3. In the first half of May, all type-27 twin-jet bombers had been fitted with auxiliary fuel tanks.

4. On 20 May, all German workers at the field had to furnish the Kech office with personal history statements. The questions of the personal history statements included whether the worker had relatives in West Germany, whether he had been a member of the NSDAP or its affiliated organizations, and present party membership. [REDACTED] who was employed by the SED Kreisleitung, said that the personal files of all German workers had been forwarded to Dessau where it was decided whether the workers' contracts would be renewed.

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5. The repair hangar housed in hangar No 7 was under the supervision of a lieutenant colonel, whose deputy was a major. Aircraft with piston and jet engines were repaired there. The western annex of the repair hangar housed the repair shop for aircraft with piston engines. The chief of this repair shop was a captain. The repair shop for jet engines, which was under the supervision of a major, was in the eastern annex. It was repeatedly observed that swept-back jet fighters and jet bombers from other airfields were also repaired in the repair hangar. Piston engine and jet engines were disassembled from aircraft and sent for repair to the large repair hangar in the former air technical school. All officers and NCOs who worked in the repair hangar were quartered in the air technical school.

6. A captain of the air reconnaissance unit was in charge of three twin-jet type-27 planes which were parked in front of the third hangar from the east. The captain supervised preparations for take-offs and the activities after landings. He flew occasionally, sometimes as a tail gunner. The captain resided in the former Hindenburg building. (1)

7. Work on the engine and fuselages of twin-jet planes was usually performed by two soldiers, 1 officer and 1 civilian engineer. (4)

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8. Ambulance [REDACTED] tank truck [REDACTED] and [REDACTED] trucks were observed at the airfield:

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[REDACTED] which towed twin-jet planes [REDACTED]

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9. On 16 May, no air activity was observed at the field. There was a low cloud base, drizzle, and a visibility of 3 km. Two twin-engine planes with nose wheels, 6 single-engine aircraft, and 21 twin-jet planes, including 3 type-27s [REDACTED] were observed at the field.

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[REDACTED] on 22 May, eight take-offs were made by twin-jet planes. The planes flew individually in the vicinity of the field for about 15 minutes. [REDACTED]

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During air activity, the following aircraft were parked near the flight control station: 1 radio truck with a rod antenna, i.e. a flight control radio truck, 4 tank trucks, 3 trucks, and 1 fire truck. Aircraft observed at the field included 12 twin-jet planes on the northern edge of the field, 3 twin-jet planes on the eastern edge, 6 twin-jet planes at the runway, 2 single-engine and 2 twin-engine planes in front of the hangars. According to an informant residing near the field, there was intensive air activity at the field during the night of 30 May. No flying was observed on 31 May [REDACTED] and during the night

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[REDACTED] One biplane, 2 twin-engine aircraft and 21 twin-jet planes, [REDACTED] were observed at the field.

10. In the evening, white lights were observed on both sides of the runway and taxiway. The ends of the runway were marked by two red lamps.

11. [REDACTED] on 31 May, nine AA guns were being unloaded at Justerbog-Altes Lager railroad station. The guns and gun barrels were covered with tarpaulins. The gun mounts appeared to be exceptionally heavy. The trucks, to which the guns were coupled [REDACTED]

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[REDACTED] were also observed at the railroad station. Five trucks, each with an AA gun, moved to the field and were parked near the hangars. Truck [REDACTED], occupied by several officers wearing red-bordered black epaulets, and a sedan, occupied by air force soldiers, entered the area north of Banna. (5)

12. A radio installation with four masts which was a PKV 45 type D/F station, 2 radio installations with one mast, and a radio truck were located 1 km west of the runway. Near the radio installation just west of Blanken Teich there was a frame on four pegs about 20 centimeters high on top of which two vertical rods were fitted. Each rod had a horizontal crossbeam, about 1 meter long, at its top. A cable as thick as a finger extended from each rod to the bunker. It was supported by poles about 40 centimeters high. (6) A radio installation with four masts, a PKV 45 type D/F station, was located on triangulation point 102.9 about 1 km east of the runway. A cabin was in the middle of the square of masts. Another radio installation with one mast was near the bath.

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13. [REDACTED]

14. [REDACTED] on 19 May, there was no flying at the field. The field was occupied by about 20 twin-jet planes of which 3 were fitted with auxiliary fuel tanks and parked along the railroad line, and 6 IL-10s. Many wing-tip tanks lay on the ground near the fuel dump in the southeastern corner of the field. Five men were working on a twin-jet plane the right engine of which was open. No other personnel were observed at the field.

15. On 5 June, a train en route toward Zossen was observed at Justerbog railroad station. It was loaded with 16 trucks, including B 7-82-mm and eight 37-mm AA guns.

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## [REDACTED] Comments.

- (1) For location of repair hangar and hangars, see Annex 1. The statements on the occupation of the field and the hangars which agree with previous information are believed credible. The twin-jet aircraft belong to the air reconnaissance regiment. The number of these planes reported by the various sources fluctuates between 19 and 24. Only two of the aircraft are definitely type-30s and the others are type-27s, IL-10s and MiG-15s of units from other airfields are also repaired in the repair hangar. See paragraph 5 of this report.
- (2) This jet plane probably is a Yak-15. A two-seater version of this type was used by fighter units of the Twenty-Fourth Air Army when the units were reequipped with MiG-15s, prior to the arrival of the two-seater type-29. The plane is probably used for technical instruction in Jueterbog.
- (3) The van-like truck observed is the usual flight control radio truck which is equipped with radio telephones. The purpose of the set observed on the inside of the wall is unknown. For sketch of set, see Annex 2.
- (4) The officers who were observed working on jet bombers, probably the engineer officers, appear to be maintenance officers of these aircraft. Similar observations that one maintenance officer was assigned to one plane were previously made with ground attack units.
- (5) [REDACTED] the AAA unit belongs to the 32nd AAA Div in Frankfurt/Oder. Shipments of this unit from Frankfurt to Jueterbog were previously reported. [REDACTED] The arrival of an AAA unit is connected with AAA protection which has probably been ordered for all airfields in the Soviet Zone of Germany.
- (6) The radio installation at Planken Teich is the outer low frequency landing approach beacon. The frame on four legs probably is a VLF type aircraft beacon or low approach beacon. An installation of the same type was previously reported from Hauruppin. A photograph of such a set was previously taken in Finow.

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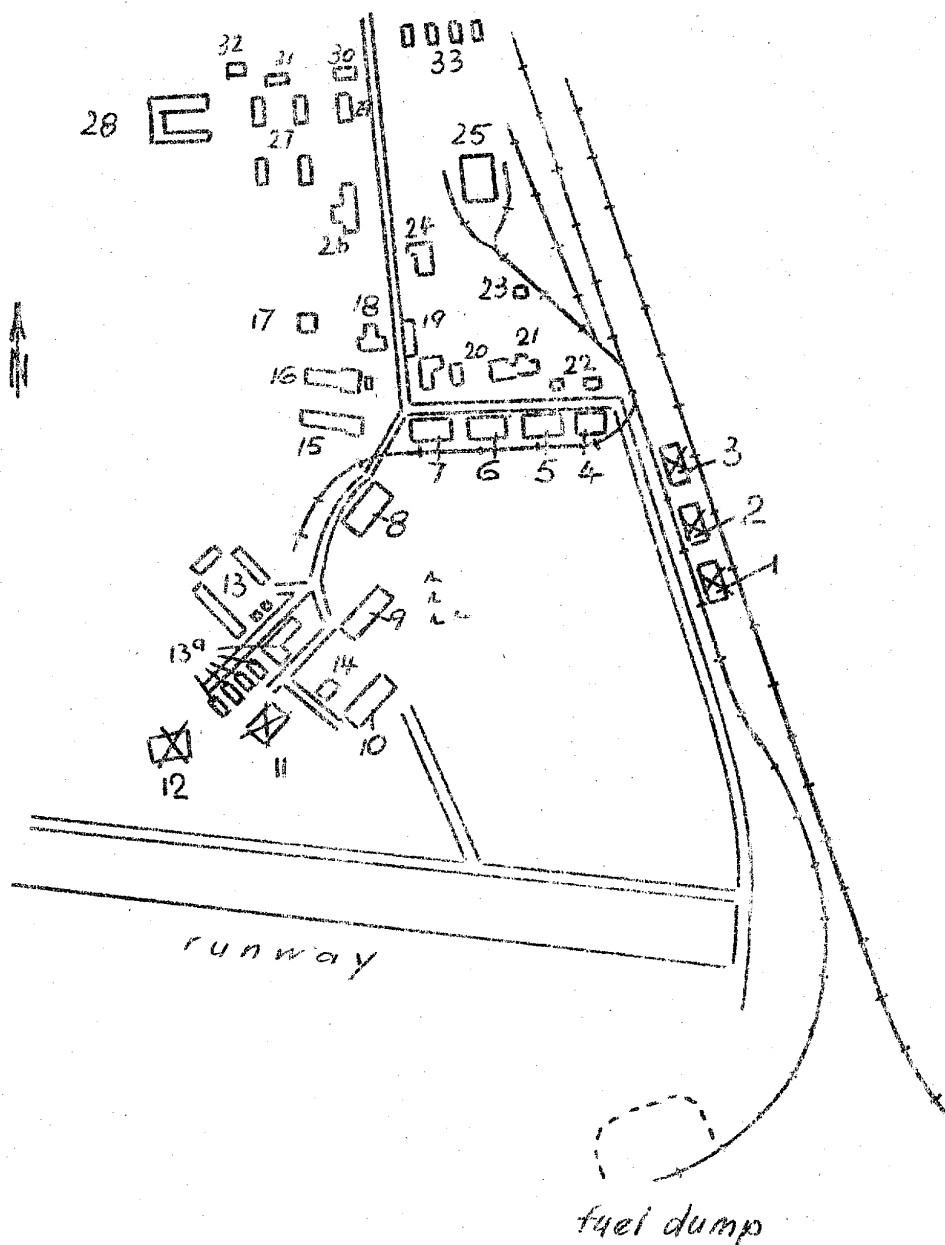
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Jueterbog-Altas Lager Airfield

For legend, see next page.

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Annex 1 to

## Justerbog-Altes Lager "Airfield"

## Legend:

- 1 to 3 Sites of former hangars.
- 4 to 6 Hangars still intact.
- 7 Repair hangar.
- 8 to 10 Hangars.
- 11 and 12 Destroyed hangars.
- 13 Garages: both garages on southwestern and northeastern sides have 12 gates each; building along northwestern side houses a garage with two gates in its left wing, an empty workshop in the center section, instruction rooms in the right wing, and at the entrance gate a guardhouse with small buildings. The buildings located to the southwest are destroyed.
- 13a Buildings: northern building houses officers' billets and instruction rooms; the other buildings are occupied by EIs who are the personnel of the motor vehicles parked in the garages mentioned above.
- 14 Former photographic shop, now used as an ammunition and bomb dump, some bombs are stored beside the building; estimated size of aircraft armament ammunition in crates; about 50 cm wide, 30 cm high and 50 cm long. Bombs were stored there as early as the summer of 1941. Estimated size of crates: about 1.8 meter long and about 60 cm in diameter.
- 15 Building containing the flight control station in its eastern third and garages in the western two thirds.
- 16 Building containing garages in its western section and ration supply rooms in eastern section. Russian women are quartered in the small building to the east.
- 17 Workshop of the Kech office.
- 18 Fire department.
- 19 Warehouse housing clothing depot.
- 20 Garage for tank trucks of jet bomber unit.
- 21 Former Hindenburg Kaserne, now occupied by personnel of jet bomber unit; a kitchen is located on the east side.
- 22 Two kitchens.
- 23 Unknown.
- 24 Hospital.

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25 Former German Air Force depot, now storing parachutes and special aviator's clothing; most of the parachutes are suspended in the upper floor.

26 Officers' club.

27 Buildings; the two northern buildings are occupied by recruits who are given basic training; the two southern ones were previously occupied by soldiers who were transferred to Reinsdorf together with the ground attack unit.

28 Garage.

29 Headquarters building and komandatura.

30 Guardhouse.

31 Large school.

32 Small school.

33 Four billets for officers of jet bomber unit.

The aprons in front of hangars 5 to 8 and in front of the other individual hangars are concreted to a width of about 50 meters. The tank installations near hangar 10 are no longer available.

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Annex 2

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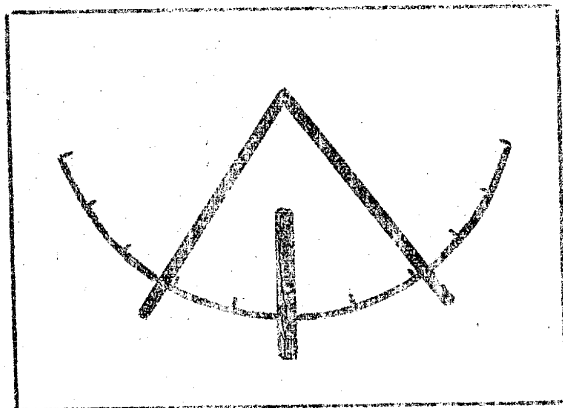
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Set Observed Inside a Van-Like Truck

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at Jueterbog-Altes Lager Airfield



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